

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: SHA Bridge No. 2201400, MD 347 over Quantico Creek Inventory Number: WI-340

Address: Quantico Road (MD 347) Historic district: ☐ yes ☒ no

City: Quantico Zip Code: 21856 County: Wicomico

USGS Quadrangle(s): Quantico

Property Owner: State Highway Administration Tax Account ID Number: _____

Tax Map Parcel Number(s): _____ Tax Map Number: _____

Project: Reevaluation of Highway Bridges Statewide Agency: FHWA/MD SHA

Agency Prepared By: KCI Technologies, Inc.

Preparer's Name: Alison Ross Date Prepared: 10/16/2009

Documentation is presented in: Project Review and Compliance Files

Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended

Criteria: ☐ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Complete if the property is a contributing or non-contributing resource to a NR district/property

Name of the District/Property: Quantico Historic District

Inventory Number: WI-391 Eligible: ☒ yes Listed: ☐ yes

Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Bridge No. 2201400 (MIHP No. WI-340) is a single-span, 2-lane, concrete slab bridge carrying MD 347 (Quantico Road) over Quantico Creek in Wicomico County. Constructed in 1926, the bridge sits on two concrete abutments with flared concrete wingwalls. The parapets are of solid concrete, with incised panels. The bridge is located just south of, not within, the town of Quantico, an NRHP-eligible Historic District (determined eligible August 2000, MIHP No. WI-391), with wooded land on the south and the town's residential properties to the north. The 2006 Average Daily Traffic (ADT) count is 1,061, and the 2026 future ADT count is 1,223. The road's function class is Rural Major Collector.

Background

The first evaluation of SHA Bridge No. 2201400 was completed in 1995, for which a Maryland Inventory of Historic Properties (MIHP) form was completed. The Interagency Historic Highway Bridge Inventory Committee (HHBIC) considered the MIHP form in 1996 and subsequently determined Bridge No. 2201400 to be eligible for the National Register of Historic Places (NRHP) under Criterion C as a significant example of concrete slab

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☐

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: *Information purposes only - Bridge remains NR-eligible*

Jim Talbot
Reviewer, Office of Preservation Services

5/14/2010
Date

Reviewer, National Register Program

Date

construction and a representative example of a State Roads Commission standardized design. The form also stated that the bridge has a high degree of integrity of its CDEs. The Maryland Historical Trust (MHT) concurred with the determination in 2001.

SHA Bridge No. 2201400 was re-evaluated for NRHP eligibility as part of the 2009 statewide re-evaluation of the eligible bridges in SHA's Historic Highway Bridge Inventory. SHA requested that KCI conduct research to gather information and provide additional analysis of each of the bridge's integrity and significance to supplement the original NRHP evaluation. As part of the re-evaluation, a KCI historian conducted research at SHA's Office of Structures (OOS) to gather additional information on the bridge including alterations and repairs that have been made to the structure between the years of 1995 to 1998. The following document were reviewed by the KCI architectural historian: inspection files, repair history files, bridge plans, the Bridge Inspection and Remedial Engineering (BIRE) Worklist, and the Structure Inventory and Appraisal (SI&A) reports. A KCI architectural historian visited the bridge to examine and document current conditions with field notes, digital photography, and black and white photography. In order to re-evaluate the bridge's historic significance and NRHP eligibility, the following documents were used: the original MIHP form, Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report and A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.

Evaluation and Justification

The Bridge Sufficiency Rating is 75.9. Condition ratings have remained relatively high on this bridge. From 1997 through 2005, the bridge received condition ratings of 7 for the deck, superstructure, and substructure. In 2007, however, the ratings for the deck and superstructure were decreased from 7 to 6. No inspection reports were available for the years 1995 through 1998.

Examination of later inspection reports shows that there have been few repairs to the bridge and some minor areas of deterioration. Field survey has shown that the superstructure has several areas of deterioration, including a crack at the centerline of the soffit at small cracks at the exterior edges of the soffit. The eastern fascia has horizontal cracking with some efflorescence and staining where the deck meets the parapet.

During field survey, observations included chipped curbs and minor spalling on the parapet endcaps at the guardrail connections and in some areas of the parapet cap. Bolts attaching the guardrail to the parapet are visible on the parapets' exterior.

In 1993, there were repairs to the abutment undermining, with installation of grout bags to preserve the abutments from further scouring (as evidenced by the 1992 construction drawings). Field survey by the historian found that the southeastern wingwall was patched at the top where it meets the superstructure.

Despite the above-mentioned necessary repairs, there has been little deterioration and alteration to the bridge, the largest of which has been the installation of the guardrail across the interior parapet face. The incised panel design on the parapets is still intact on both faces of both parapets. There is no patching of the fascia covering the panel design on the exterior of the parapets, and, unlike many bridges of this age, the incised panels on the interior of the parapets remain visible above the level of the asphalt. In addition the incising of the panels remains sharp, unlike that on other bridges, whose decorative panel profiles have been flattened by scale concrete and chipping due to damage or deterioration. The guardrail has not been installed across the entire parapet, obscuring the panel design, but instead stops at the end panel at all for endcaps. Therefore, the parapets retain a high degree of integrity of design, workmanship, and material. The repair to the abutment was done in a sympathetic fashion. Except for one extant crack on top of the southeastern wingwall, the concrete on both sides of the parapet walls, both abutments and on the wingwalls is in very good condition for the age of the bridge. The I

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

integrity of the bridge's location, setting, and feeling remains high. Although just outside of the eligible historic district of Quantico, the bridge is clearly associated with the village and provides access from the south directly to the community.

This re-evaluation agrees with the original evaluation and recommends that SHA Bridge No. 2201400 is individually eligible for the NRHP under Criterion C as a good, intact example of the 1924 standard plans for a simple-span concrete slab bridge, in good physical condition, and with a high degree of historic integrity. It has not been widened and remains its original width of 24 feet. Although it was excluded from the Quantico Historic District (MIHP No. WI-391) when the district boundaries were drawn in 1999, it is now suggested that the bridge would be a contributing resource to the historic district if the boundaries were extended to the southern side of Quantico Creek to include the bridge. The construction of the bridge falls within the period of significance of the district, which is 1700 to 1950. The district is eligible under Criterion A for its significance as a small, rural crossroad village where road, water, and railroad transportation met and also under Criterion C for its architecture. Since it carried the main road from the south and was a means of entry into the rural crossroad community, SHA Bridge No. 2201400 would be a significant contributing resource to the district.

Additional research indicates that the bridge is not associated with any known person of local, regional, or national significance (Criterion B). Criterion D was not evaluated as part of the historic standing structures studies for this project.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

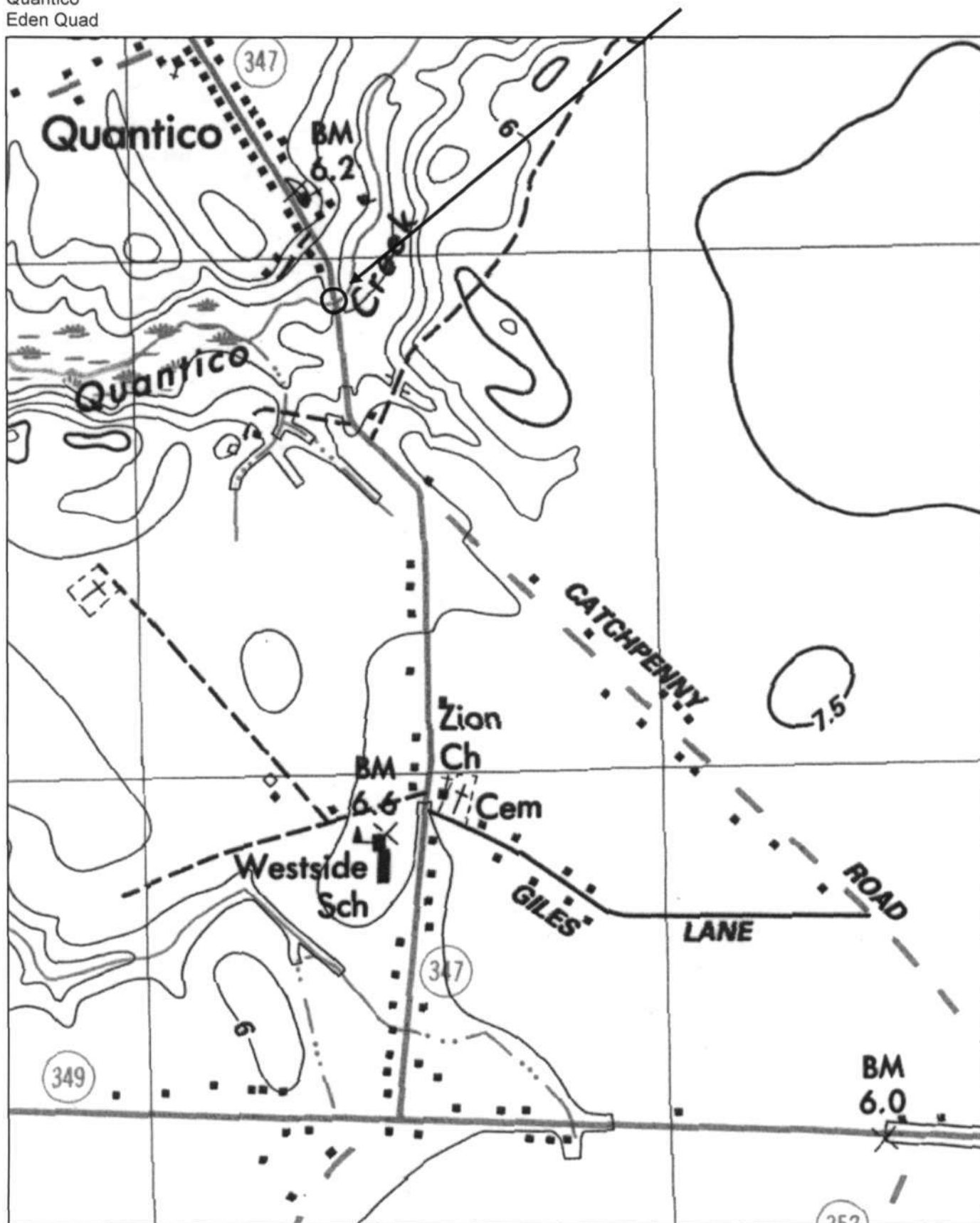
Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

WI-340
Bridge 2201400 (SHA)
Quantico Rd (MD 347) over Quantico Creek
Quantico
Eden Quad



MIHP No. WI-340
SHA Bridge No. 2201400
MD 347 (Quantico Road) over Quantico Creek
Wicomico County, Maryland

Photograph Log

Image File Name	Description of View
WI-340_2009-01-13_01.tif	Eastern elevation, facing northwest
WI-340_2009-01-13_02.tif	Western elevation, facing northeast
WI-340_2009-01-13_03.tif	Interior of western parapet, northwest end panel, facing west
WI-340_2009-01-13_04.tif	Southwestern wingwall, facing east
WI-340_2009-01-13_05.tif	Northwestern wingwall and northern abutment, facing north
WI-340_2009-01-13_06.tif	Northern approach and Quantico Historic District, facing north from bridge

Printed on Epson Premium Photo Paper Glossy with Epson UltraChrome Black Ink

Saved on Verbatim UltraLife Archival Grade DVD-R, AZO recording dye



MIHP WI-340

SHA Bridge No. 22014 00, MD 347
(Quantico Rt) over Quantico
Cr.

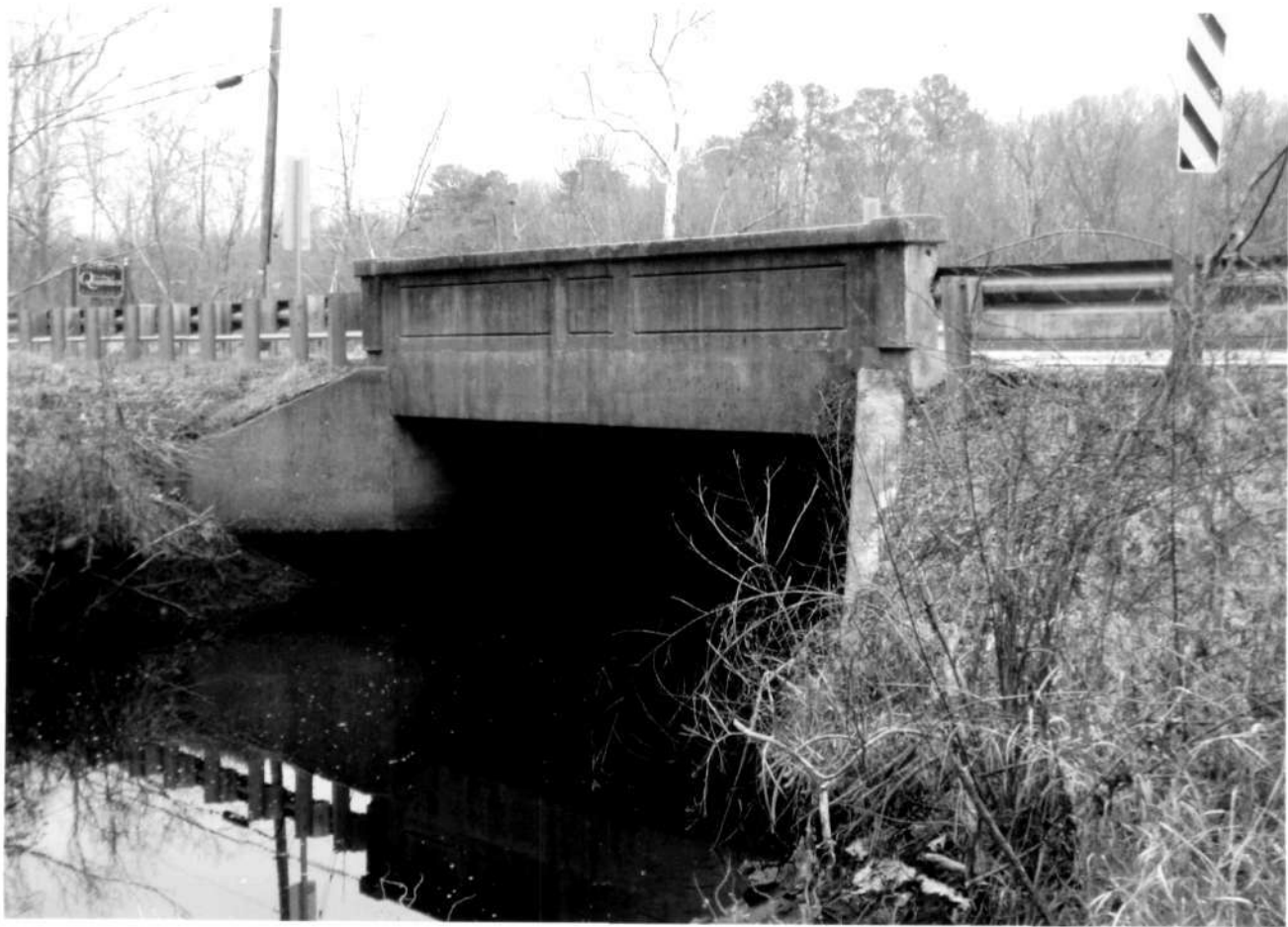
Wicomico Co., MD

James Stock

1/13/2009

MD SHPO

E. elev., facing NW
#1 of 6



MIHP WI-340

SHA Bridge No. 2201400, MD 347
(Quantico Rd) over Quantico Cr.

Wicomico Co., MD

James Skocik

1/13/2009

MD SHPO

W. elev., facing NE

2 of 6



MIHP WF-340

SHA Bridge No. 2201400 MD 347
(Quantico Rd.) over Quantico
Cr.

Wicomico Co., MD

James Skoick

1/13/2009

MD SHPO

Interior of W parapet, NW end
panel, facing W

3 of 6



MIHP WI-340

SHA Bridge No. 221400, MD 347
(Quantico Rd) over Quantico
Cr.

Wicomico Co., MD

James Skoark

1/13/2009

MD SHPO

SW wingwall, facing E

#4 of 6



MTHP WI-340

SHA Bridge No. 220400, MD 347
(Quantico Rd.) over Quantico
Cr.

Wicomico Co., MD

James Skocik

1/13/2009

MD SHPO

NW wing wall & abutment,
Facing N

5 of 6



MTHP WI-340

SHA Bridge No. 2201400, MD 347
(Quantica Rd.) over Quantica
Cr.

Wicomico Co., MD.

James Skocik

1/13/2009

MD SHPO

N approach and Quantica H.P.,
facing N from bridge.
6 of 6

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WI-340

Name: 22014/MD 347 OVER QUANTICO CREEK

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. WI-340

SHA Bridge No. 22014 Bridge name MD 347 over Quantico Creek

LOCATION:

Street/Road name and number [facility carried] MD 347 (Quantico Road)

City/town Quantico Vicinity _____

County Wicomico

This bridge projects over: Road _____ Railway _____ Water X Land _____

Ownership: State X County _____ Municipal _____ Other _____

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes _____ No X

National Register-listed district _____ National Register-determined-eligible district _____

Locally-designated district _____ Other _____

Name of district _____

BRIDGE TYPE:

Timber Bridge _____:
Beam Bridge _____ Truss -Covered _____ Trestle _____ Timber-And-Concrete _____

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge _____:
Swing _____ Bascule Single Leaf _____ Bascule Multiple Leaf _____
Vertical Lift _____ Retractable _____ Pontoon _____

Metal Girder _____:
Rolled Girder _____ Rolled Girder Concrete Encased _____
Plate Girder _____ Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X _____:
Concrete Arch _____ Concrete Slab X Concrete Beam _____ Rigid Frame _____
Other _____ Type Name _____

DESCRIPTION:Setting: Urban _____ Small town X Rural _____**Describe Setting:**

Bridge No. 22014 carries MD 347 (Quantico Road) over Quantico Creek in Wicomico County. MD 347 runs north-south and Quantico Creek flows east-west. The bridge is located in the town of Quantico and is surrounded by woods to the south and residential properties to the north.

Describe Superstructure and Substructure:

Bridge No. 22014 is a single-span, 2-lane, concrete slab bridge. The bridge was originally built in 1926. The structure is 23 feet long and has a clear roadway width of 24 feet. The out-to-out width is 26 feet, 8 inches and the concrete slab has a bituminous wearing surface. The structure has solid panel concrete parapets and the roadway approaches have steel guard rails. The substructure consists of two (2) concrete abutments and there are flared, concrete wing walls. The bridge has a sufficiency rating of 76.2.

According to the 1996 inspection report, this structure is in good condition. The concrete abutments have fine map and vertical cracks with minor popouts and minor chipping. The wing walls have fine map and horizontal cracking and light efflorescence. The concrete parapet has fine map cracks and minor spalling at all guard rail connections.

Discuss Major Alterations:

Bridge 22014 has had no major alterations.

HISTORY:

WHEN was the bridge built: 1926 _____

This date is: Actual X Estimated _____

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form _____

Other (specify): State Highway Administration bridge files/inspection form

WHY was the bridge built?

The bridge was constructed in response to the need for a more efficient transportation network and increased load capacity.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

N/A

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ B- Person _____
C- Engineering/architectural character X

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of concrete slab construction and a good representative example of a State Roads Commission standard plan design. The structure has a high degree of integrity and retains such character-defining elements of the type as the concrete slab and integral parapets, concrete abutments, and wing walls.

Was the bridge constructed in response to significant events in Maryland or local history?

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-1904 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

In 1930, the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission

1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

In 1933, a new set of standard plans were introduced by the State Roads Commission. This time their preparation was not announced in the Report; new standard plans were by this time nothing special - they had indeed become standard. Once again accommodating the ever-increasing demands of traffic, the roadway was increased, this time to 30 feet. The slab span's reinforcing bars remained the same diameter but were placed closer together to achieve still more load capacity.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

A sign in the vicinity of the bridge indicates the existence of the Quantico Historic District; research at the Maryland Historical Trust failed to identify such a district. If a district does exist in Quantico, however, this structure, which is a good example of a concrete slab bridge, would contribute to the character of the potential district.

Is the bridge a significant example of its type?

The bridge is a good example of the State Roads Commission standard bridge plan, which possesses a high degree of integrity.

Does the bridge retain integrity of important elements described in Context Addendum?

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including the concrete slab and integral parapets, abutments and wing walls.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

This bridge is a significant example of the work of the State Roads Commission in the 1920s.

Should the bridge be given further study before an evaluation of its significance is made?

Further study is required to determine the status of the Quantico Historic District, including if it has been evaluated for its significance and the location of the district boundary with relation to the bridge.

BIBLIOGRAPHY:

County inspection/bridge files _____ SHA inspection/bridge files X
Other (list): _____

Ketchum, Milo S.

1908 *The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses.* The Engineering News Publishing Co., New York.

1920 *The Design of Highway Bridges of Steel, Timber and Concrete.* Second edition. McGraw-Hill Book Company, New York.

Lay, Maxwell Gordon

1992 *Ways of the World: A History of the World's Roads and of the Vehicles That Used Them.* Rutgers University Press, New Brunswick, New Jersey.

Maryland State Roads Commission

1930a *Report of the State Roads Commission for the Years 1927, 1928, 1929 and 1930.* State of Maryland, State Roads Commission, Baltimore.

1930b *Standard Plans.* State of Maryland, State Roads Commission, Baltimore.

Taylor, Frederick W., Sanford E. Thompson, and Edward Smulski

1939 *Reinforced-Concrete Bridges with Formulas Applicable to Structural Steel and Concrete.* John Wiley & Sons, Inc., New York.

Tyrrell, H. Grattan

1909 *Concrete Bridges and Culverts for Both Railroads and Highways.* The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded 2/25/97

Name of surveyor Caroline Hall

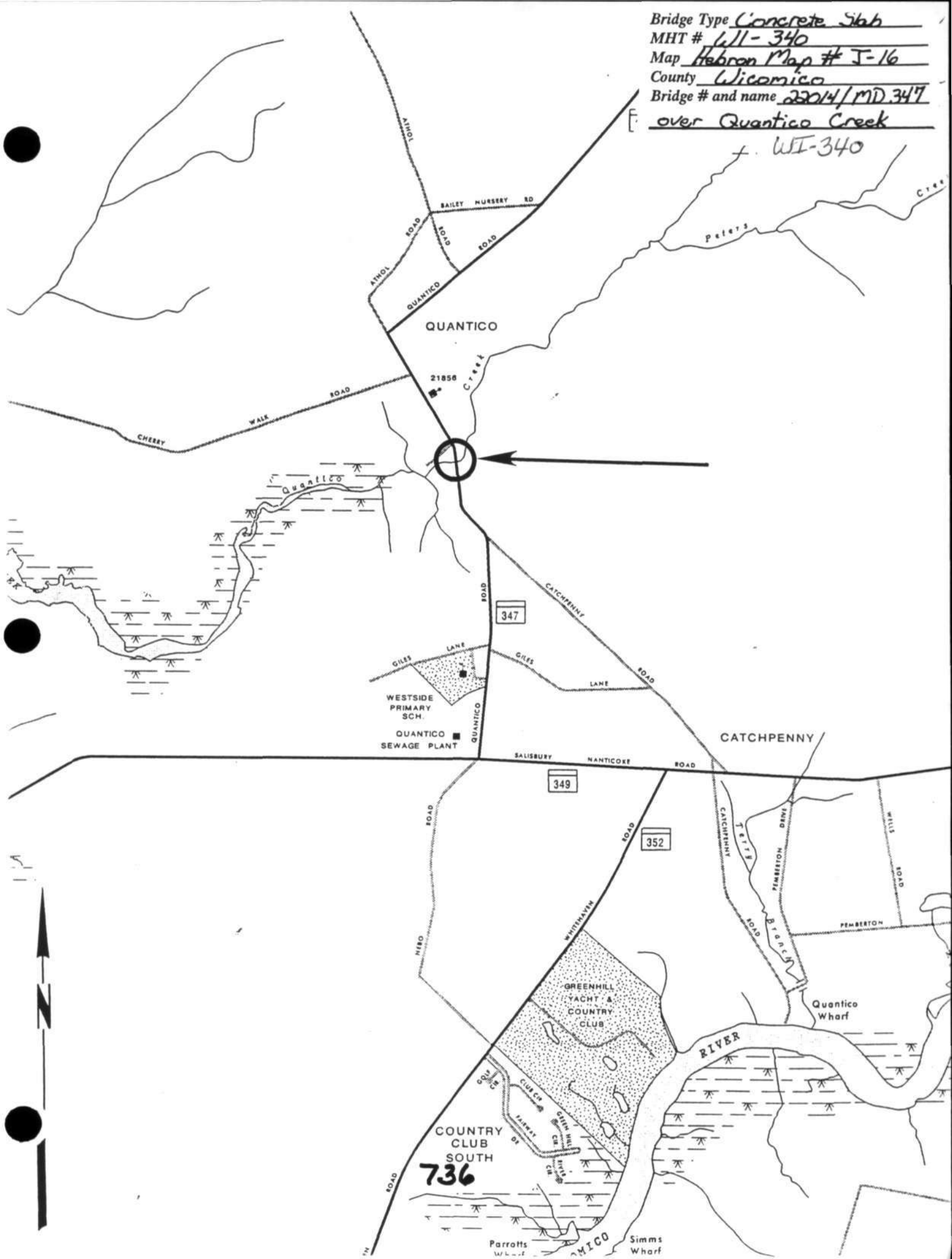
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204

Phone number (410) 296-1685

FAX number (410) 296-1670

Bridge Type Concrete Slab
MHT # WI-340
Map Hebron Map # J-16
County Wicomico
Bridge # and name 22014/MD 347
over Quantico Creek

WI-340



INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge #22014 Survey Number: WI-340
Project: MD 347 over Quantico Cr., Wicomico County Agency: SHA
Site visit by MHT Staff: X no yes Name Date
Eligibility recommended Eligibility not recommended X
Criteria: A B XC D Considerations: A B C D E F G None
Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the information provided by SHA, Bridge #22014, a 1924 single span concrete slab structure, does not meet the National Register criteria for individual listing. It is a common bridge type of no particular engineering significance. Approximately 100 bridges of the type were constructed on the State roads system by 1924. Furthermore, the bridge is not located in any known district.

Documentation on the property/district is presented in: Project files

Prepared by: Rita Suffness

Elizabeth Hannold April 22, 1992
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes no not applicable

R. Anderson
Reviewer, NR program

23 Apr 92
Date

DT

Survey No. WI-340

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

☒ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
☐ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

☐ Paleo-Indian 10000-7500 B.C.
☐ Early Archaic 7500-6000 B.C.
☐ Middle Archaic 6000-4000 B.C.
☐ Late Archaic 4000-2000 B.C.
☐ Early Woodland 2000-500 B.C.
☐ Middle Woodland 500 B.C. - A.D. 900
☐ Late Woodland/Archaic A.D. 900-1600
☐ Contact and Settlement A.D. 1570-1750
☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☐ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

☐ Subsistence
☐ Settlement
☐ Political
☐ Demographic
☐ Religion
☐ Technology
☐ Environmental Adaption

IV. Historic Period Themes:

☐ Agriculture
☒ Architecture, Landscape Architecture, and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social/Educational/Cultural
☐ Transportation

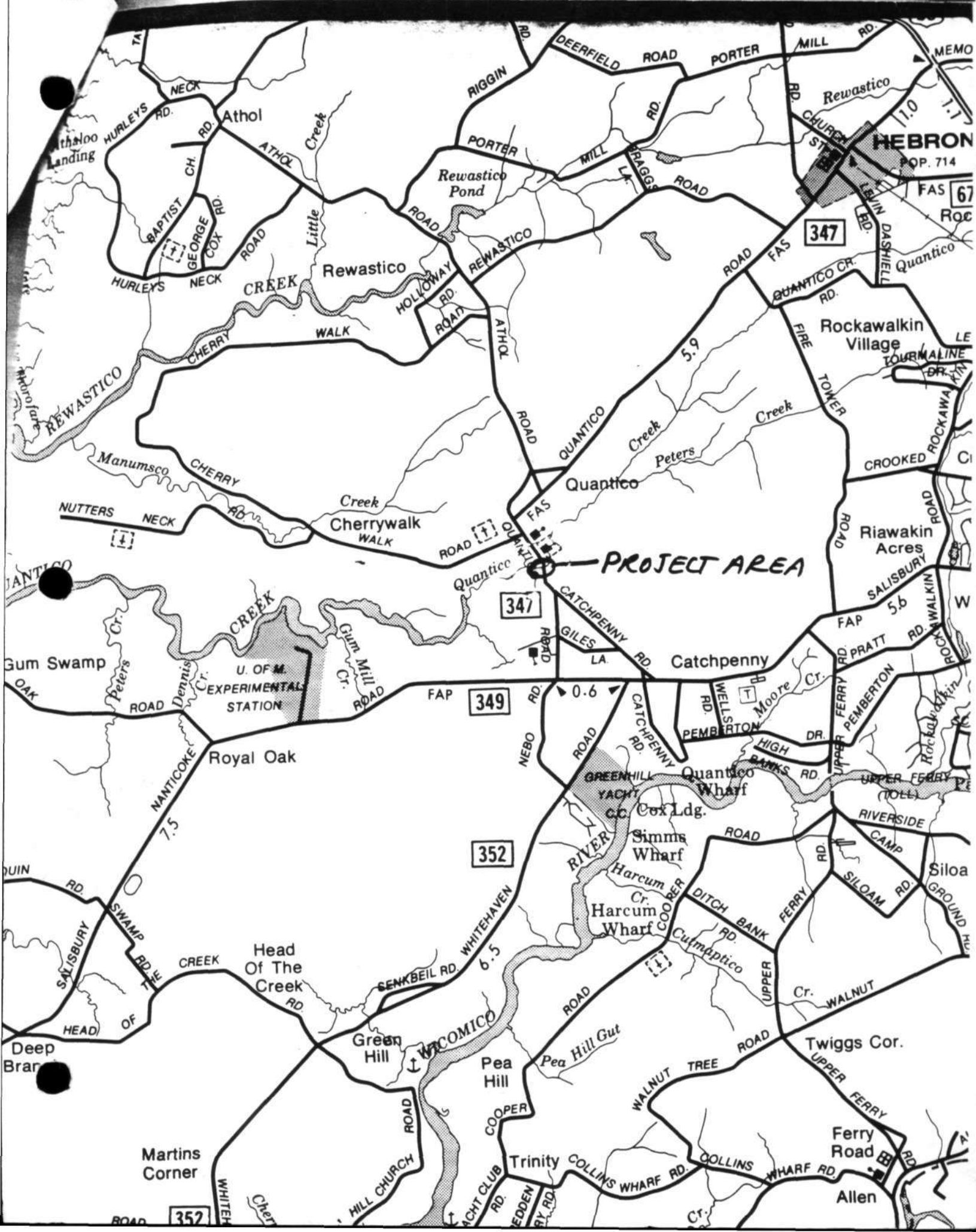
V. Resource Type:

Category: Structure

Historic Environment: rural

Historic Function(s) and Use(s): transportation

Known Design Source: unknown





1. WI-340
2. MD 249 over Quantico Creek (22014)
3. Wicomico Co., Md.
4. Caroline Hall
5. 3/97
6. MDSHPD
7. west side
8. 1 of 6



1. WI-340
2. MD 347 over Quantico Creek (22014)
3. Wicomico Co., Md.
4. Caroline Hall
5. 3/97
6. MD SHAPO
7. roadway approach
8. 2 of 6



1. WI-340

2. MD 347 over Quantico Creek (22014)

3. Wicomico Co, Md.

4. Caroline Hall

5. 3/97

6. MDSHPD

7. roadway approach

8. 3 of 6



1. WI 340
2. MD 347 over Quantico (rec'd (22014)
3. Wicomico Co., Md.
4. Caroline Hall
5. 3/97
6. MDSHPD
7. last side
8. 4 of 6



1. WI-340
2. MD 347 over Quantico Creek 22nd
3. Wicomico Co., Md.
4. Caroline Hall
5. 3/97
6. MDSHPD
7. west parapet
8. 5 of 6



1. WI 340
2. MD 347 over Quantico Creek (22014)
3. Wicomico Co. Md.
4. Caroline Hall
5. 3/97
6. MDSHPO
7. east parapet
8. 6 of 6